

LAND ACQUISITION

No families, businesses or non-profit organizations will be displaced as a result of this project. As we further coordinate and finalize the project development, additional easements for utility relocations or noise walls may be required beyond the proposed or existing right-of-way shown on the public hearing displays. Property owners will be informed of the exact location of the easement during the land acquisition process, prior to construction. If you require further information, please contact: Mr. Steven E. Welch, P. E., District Right-of-Way & Utilities Manager, 14685 Avion Parkway, Chantilly, Virginia 20151-1104, (703) 383-VDOT.

ENVIRONMENTAL CONSIDERATIONS

This project has been coordinated through the State Environmental Review Process (SERP). The SERP provides State environmental resource agencies an opportunity to comment on the highway improvements at the project initiation stage. A Preliminary Environmental Inventory, which includes the information, views, and interests received from the resource agencies, has been prepared for this project. Additionally, because this project is federally funded, a Federal Environmental Document (Categorical Exclusion) has been approved by the Federal Highway Administration and is available for review at this hearing. Permits will be required from the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality for impacts to wetlands and streams. All practical and feasible efforts for avoidance and minimization will be taken, and remaining impacts will be mitigated for as required by the permitting agencies. Design of this project will be in compliance with the Virginia Stormwater Management Act and Regulations approved by the Department of Conservation & Recreation. This project is not expected to generate any negative flood plain impacts. In addition, sound wall barriers are noted on the plans for consideration. The reasonableness of each barrier will be evaluated after the hearing and the effected property owners will be included in the approval process.

PROJECT SCHEDULE

- Evaluation of comments received as part of the Public Hearing ..... Late 2003
- Consideration by Fairfax County Board of Supervisors ..... Early 2004
- Design approval by VDOT Chief Engineer ..... Early 2004
- Begin land acquisition ..... Summer 2004
- Construction ..... To Be Determined

PROJECT COMMENTS

All comments received, both oral and written, will be utilized in the evaluation of the project design. The comment sheet in this brochure is provided to assist you in making your comments. You may leave the comment sheet or any other written comments in the comment box, or mail your comments to the address below. Note: Comments are due no later than November 7, 2003 and should include Fair Lakes Parkway in your subject line. Comments should be directed to:

Mr. William Cuttler, P. E.  
Assistant District Engineer for Preliminary Engineering      Email: [meeting\\_comments@VirginiaDOT.org](mailto:meeting_comments@VirginiaDOT.org)  
14685 Avion Parkway  
Chantilly, Virginia 20151-1104

**TITLE VI DISCLOSURE** - VDOT ensures non-discrimination in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. For further information, contact the Virginia Department of Transportation, Office of Civil Rights, located at 14685 Avion Parkway, Chantilly, Virginia 20151 or telephone (703) 383-2000, toll free (888) 383-VDOT or TTY (800) 307-4630.

October 28, 2003  
5:00 pm to 8:00 pm

Chantilly High School  
4201 Stringfellow Rd.  
Chantilly, VA 20151



Fairfax County Parkway (Rte. 7100) Interchange with  
Fair Lakes Parkway (Rte. 7700) and Monument Drive (Rte. 7969)  
FAIRFAX COUNTY

Design Public Hearing

WELCOME

Thank you for attending tonight’s public hearing to discuss the preliminary design for the interchange at Fairfax County Parkway with Fair Lakes Parkway and Monument Drive, and the widening of Fairfax County Parkway to six lanes within the existing median. Tonight is your opportunity to review and comment on the proposed design elements for the project. Our Design Team includes VDOT staff, private design firms and staff from Fairfax County, all of whom are available to respond to your questions and concerns. Comment sheets are available to document your concerns and a court reporter is available to receive your verbal comments.

Written material and comments concerning the project may be submitted for review and consideration at the hearing or within ten (10) days (November 7, 2003) following the hearing. Citizen involvement is an important part of the planning process. All comments, both verbal and written, will be included in the transcript of the public hearing. It will be studied and the concerns addressed prior to consideration by the Chief Engineer for Program Development.

**A brief VDOT presentation on the project will begin at 6:00 p.m. and will be followed by a question and answer period.** We look forward to working with you as the project moves forward to the land acquisition and construction phases.



**PROJECT LIMITS:**  
**State Project:** 7100-029-353, PE-101  
**Federal Project:** STP-5401 (409)  
**From:** South of Interstate Route 66  
**To:** North of Rugby Road (Route 750)





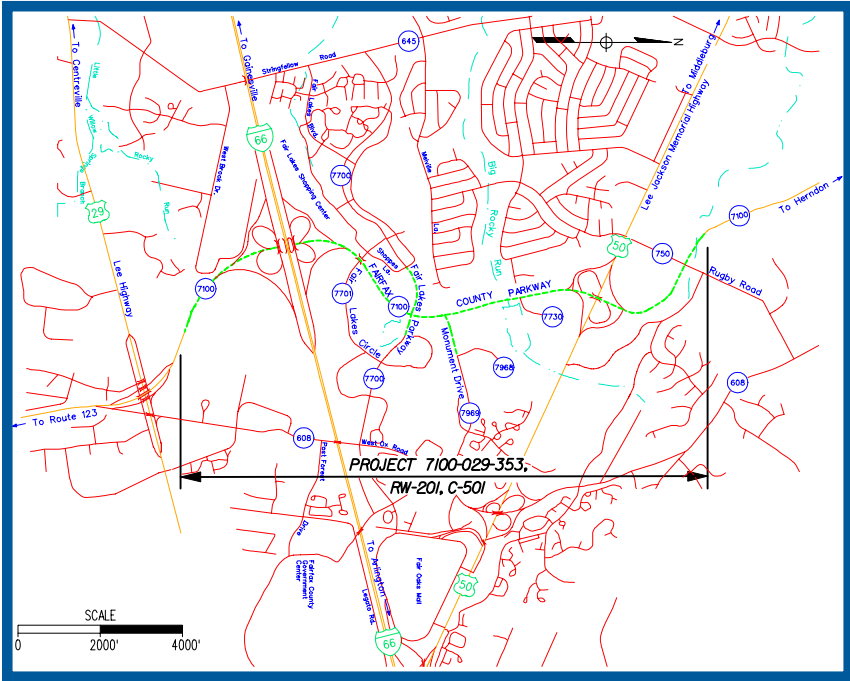
PROJECT HISTORY

The proposed interchange at Fairfax County Parkway with Fair Lakes Parkway and Monument Drive was planned for in the 1980’s when the parkway was originally constructed. The majority of the right-of-way and easements necessary for the construction of the interchange were dedicated in the 1980’s. Due to the continued growth in traffic congestion along this important transportation corridor, the funding for the interchange was included in The Virginia Transportation Six-Year Program Fiscal Years 2000-2006. The current design efforts began in the Fall 2001. A Citizen Information Meeting was held on June 4, 2002 to provide the public an opportunity to comment on four interchange alternatives. Based on the comments received and the analysis of the pros and cons of each alternative, VDOT and the County selected Alternative 2 as the preferred improvement strategy for the proposed project in January 2003. Since the selection of Alternative 2, the Study Team has completed detailed preliminary plans and the environmental documentation for the proposed improvements, which are available tonight for review and comments by the public.

PURPOSE AND NEED

This project consists of widening Fairfax County Parkway (Route 7100) from four to six lanes within the existing median and providing a grade separated interchange at the Fair Lakes Parkway (Route 7700) and Monument Drive (Route 7969) intersection. The Fair Lakes Parkway existing intersection is signalized and currently operates at an unacceptable level of service. The northbound Fairfax County Parkway traffic currently backs up to the I-66 interchange during the morning peak period. The southbound Fairfax County Parkway traffic queues back to the Route 50 interchange during the afternoon peak period. In addition, weekend traffic is congested due in part to the shopping complexes along Fair Lakes Parkway. The proposed grade separated interchange will enhance traffic flow on Fairfax County Parkway and Fair Lakes Parkway by eliminating the congested signalized intersections at Fair Lakes Parkway and Monument Drive. The additional through lanes on Fairfax County Parkway will improve traffic flow from south of I-66 to north of Rugby Road (Route 750).

Location Map



PROJECT COSTS

Based on preliminary designs presented tonight, this project is currently estimated to cost approximately \$52 million including design engineering, land acquisition, utility relocation and construction.

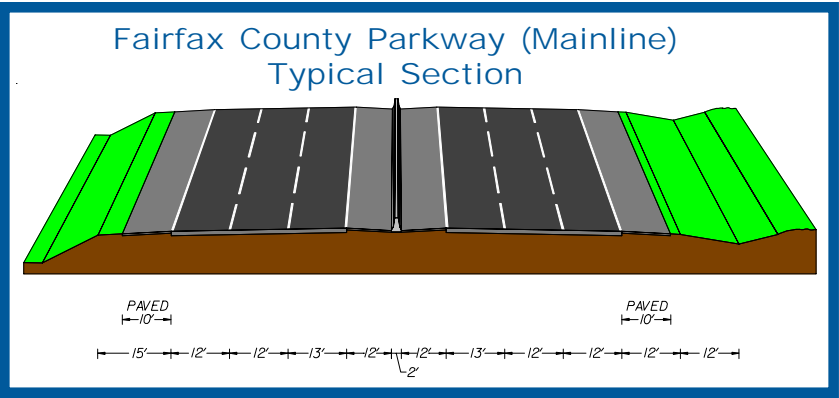
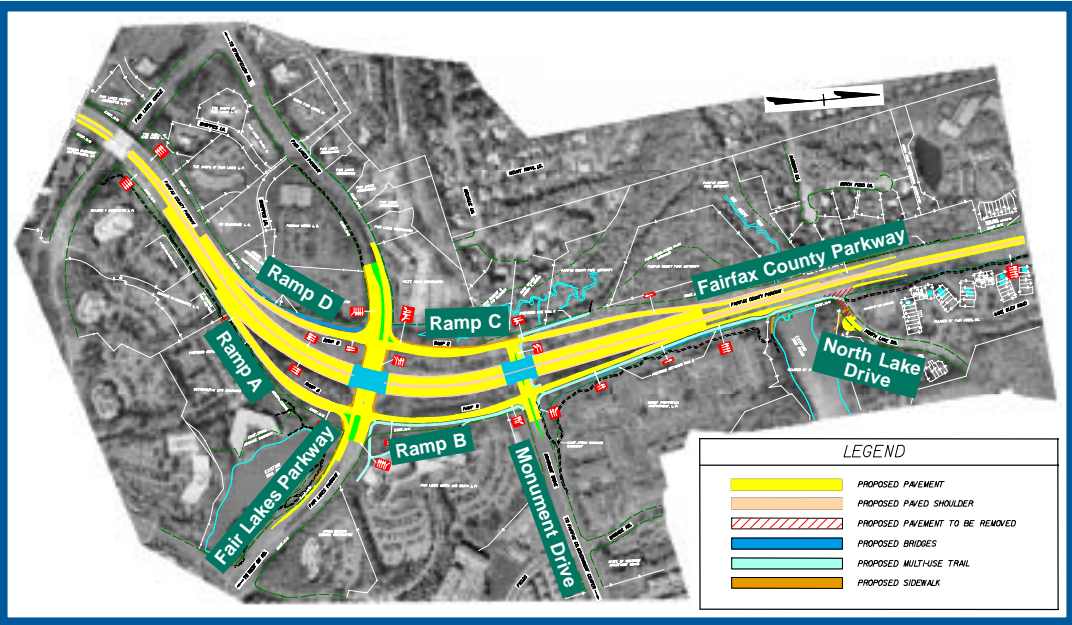
Design .....	\$5,000,000
Land Acquisition & .....	\$2,000,000
Utilities Relocation	
Construction .....	\$45,000,000

This project is currently included in the development phase of the VDOT Six-Year Plan. Currently, funding for the construction phase of the proposed interchange and widening of Fairfax County Parkway has not been programmed.

Project costs may require adjustment based on the actual advertisement date.

PROJECT DESIGN FEATURES

The proposed split diamond interchange will grade separate Fairfax County Parkway from both Fair Lakes Parkway and Monument Drive. This will eliminate both existing signalized intersections with Fairfax County Parkway. Fair Lakes Parkway and Monument Drive will remain at their current grade and have full access to Fairfax County Parkway, via the proposed ramps. Fairfax County Parkway is proposed to be widened within the existing median to six lanes (three through lanes in each direction) between I-66 and Route 50. Due to the close proximity of Fair Lakes Parkway to the existing interchanges at I-66 and Rugby Road, an additional auxiliary lane will be required in each direction between interchange ramps (I-66



to Fair Lakes Parkway, and Fair Lakes Parkway to Route 50). Fair Lakes Parkway will be widened to accommodate the necessary left turn lanes for the proposed interchange. Beginning at Fair Lakes Parkway, a multi-purpose trail is anticipated along the east side of Fairfax County Parkway with a connection to the existing trail at Rocky Run Stream Valley Park. The North Lake Drive intersection with Fairfax County Parkway is proposed to be eliminated to improve safety and traffic operations.

TRAFFIC DATA

The existing traffic volumes on the Fairfax County Parkway are between 68,000 and 60,000 vehicles on a typical weekday near I-66 and Route 50. Fair Lakes Parkway and Monument Drive presently carry about 30,000 and 6,000 vehicles each weekday respectively. By the year 2025, it is anticipated that the number of vehicles per day will increase to approximately 118,000 for Fairfax County Parkway; 47,000 for Fair Lakes Parkway; and 18,000 for Monument Drive. Therefore, it is anticipated that transportation improvements will be necessary to accommodate the forecasted traffic.

The traffic forecasts were developed, using a regional travel simulation model, to determine the roadway needs under the year 2025 conditions. The regional travel model used is developed by the Metropolitan Washington Council of Governments (MWCOG). The model software and the projected land-use, roadway network and transit service inputs to the model, used to assess the region’s long-range transportation plan, are approved by the member jurisdictions and agencies. Both the widening of the Fairfax County Parkway to six-lanes and the provision of an interchange with Fair Lakes Parkway and Monument Drive are elements of the Fairfax County Comprehensive Plan. These roadway improvements are included in the Washington Region’s Constrained Long-Range Plan (CLRP).